REMARKS

The Office Action of January 22, 2008 has been reviewed and the Examiner's comments carefully considered. Claims 18, 29, 32, 35 and 36 have been amended and new claims 38-47 have been presented by way of this Amendment. Accordingly, claims 18-47 are currently pending in this application, and claims 18 and 29 are in independent form. The Specification has been amended in accordance with the amendments to claims 18 and 29. The Abstract has also been amended by way of this Amendment. Support for the amendments made herein can be found in Figs. 1-5, at page 3, line 20 to page 6, line 6 of the Specification, as filed, and in original claims 1-17, as filed. Applicants respectfully submit that no new matter is being added by way of the current Amendment.

The Abstract has been objected to for containing legal phraseologies. The Abstract has been amended to remove any legal terminology. Applicants respectfully request that the objection be withdrawn.

Claim 36 has been objected to for failing to end with a period. Claim 36 has been amended to include a period at the end of the claim. Applicants respectfully request that the objection be withdrawn.

Claims 18-20, 22, 23 and 29 stand rejected under 35 U.S.C. §102(b) for being anticipated by U.S. Patent No. 4,023,503 to Grop (hereinafter "Grop"). Claims 18-20, 22-25 and 29 stand rejected under 35 U.S.C. §102(b) for being anticipated by British Patent Application No. 2122960 to Duval (hereinafter "Duval"). Claim 21 stands rejected under 35 U.S.C. §103(a) for being obvious over Grop. Claims 26-28, 36 and 37 stand rejected under 35 U.S.C. §103(a) for being obvious over Duval in view of U.S. Patent No. 4,417,524 to Quinn et al. (hereinafter "Quinn"). Claims 18 and 29-35 stand rejected under 35 U.S.C. §103(a) for being obvious over U.S. Patent No. 3,698,326 to Schurch et al. (hereinafter "Schurch") in view of Duval.

The present invention, as defined by amended claim 18, is directed toward a drive mechanism for a body, wherein the body has a plurality of load bearing track engaging wheels that allow the body to move back and forth along a load bearing track, the drive mechanism including an actuator attached to the body that is driven, a non-load bearing drive wheel that is attached with respect to the body so that it engages a stationary surface adjacent the body, the stationary surface being distinct from the load bearing track, the drive wheel and the actuator located on the same side of said load bearing track, and a drive coupling

means between the actuator and the drive wheel, wherein actuation of the actuator causes rotation of the drive wheel which moves said body along said load bearing tracks.

The present invention, as defined by amended claim 29, is directed toward a drive mechanism for a body, wherein the body has a plurality of load bearing track engaging wheels that allow the body to move back and forth along a load bearing track, the drive mechanism including a non-load bearing drive wheel that is attached with respect to the body so that it frictionally engages a stationary surface adjacent the body, the surface being distinct from the load bearing track, and drive means for rotating the drive wheel to move the body along the load bearing tracks, wherein the drive means and the drive wheel are located on the same side of the load bearing track.

Independent claim 18 has been amended to recite, *inter alia*, specific claim language as to "a non-load bearing drive wheel that is attached with respect to said body so that it engages a stationary surface adjacent said body, said stationary surface being distinct from said load bearing track". Independent claim 29 has been amended to recites, *inter alia*, specific claim language as to "a non-load bearing drive wheel that is attached with respect to said body so that it frictionally engages a stationary surface adjacent said body, said surface being distinct from said load bearing track". Applicants submit that both Grop and Duval fail to teach or suggest the above-mentioned claimed subject matter.

Grop discloses a conveying apparatus for moving a trolley along a raised track 1. The track 1 includes two rails 2, 3. The trolley includes a top plate 10 and two side assemblies 11, 12, substantially parallel to the rails 2, 3. Upper portions 13, 15 of the side assemblies 11, 12 are rigidly attached to the top plate 10. Lower portions 14, 16 of the side assemblies 11, 12 are pivotally attached to the upper portions 13, 15, respectively. Lower portion 14 carries a driving wheel 40 that includes a hub 42 and wheel ring 22. Wheel ring 22 includes a groove 23, which engages an underside of rail 2. Upper portion 13 carries a second driving wheel 41 that includes a hub 42 and wheel ring 22. The wheel ring 22 of the second drive wheel 41 includes a groove 23, which engages an upper side of rail 2. Hub 42 of the driving wheel 40 carries a gear wheel 24, which engages a similar gear wheel 25 carried by the hub 42 of the second drive wheel 41. Gear wheel 25 engages a pinion 26, which is driven by a motor 31 mounted on the top plate 10. As pinion 26 is driven by motor 31, gear wheels 25, 24 are driven in turn, so as to cause the trolley to travel along the track 1. Grooves 23 of the driving wheels 40, 41 are preferably coated with a friction

material, e.g., rubber, in order to establish a positive driving engagement. Please note Figs. 1 and 2 and column 1, line 63 to column 2, line 68.

The Duval application discloses a drive for an overhead suspension assembly. The suspension assembly includes a hoist unit 1 that travels along an overhead track 2 via wheel units 3, 3' attached by vertical rods 16 at respective ends of the hoist unit 1. A housing 15 on the top surface of the hoist unit 1 contains a vertical shaft 4, rotatably extending from a top of the hoist unit 1, which is driven to rotate by an electric motor (not shown). Housing 15 serves as a pivot for one end of an arm 6, which is angularly movable in a horizontal plane. A toothed pulley 5 is attached to the top of shaft 4. Toothed pulley 5 drives another toothed pulley 14, rotatably mounted on shaft 8 carried at the free end of arm 6, via a toothed belt 13 extending between the pulleys 5, 14. Toothed pulley 14 in turn drives a friction drive roller 7 mounted on the shaft 8. Friction drive roller 7 engages an exterior side of the track 2 so as to drive the hoist unit 1 along the track 2 when the motor is in operation. Further, a second arm 9 is pivotally mounted at an end of shaft 8 and includes a vertical shaft 11 that receives a support roller 10, which engages an interior side of the track 2. A free end of the second arm 9 is coupled to arm 6 by a tension spring 12. Please note Figs. 1-3 and page 1, column 2, lines 70-117.

According to the Examiner, Grop discloses a non-load bearing drive wheel (40) that is arranged to engage the stationary surface of the rail (2). Applicants submit that Grop fails to teach or suggest that the stationary surface is distinct from the load bearing track, as is currently claimed, as Grop teaches that the drive wheel (40) engages the surface of the rail (2), which is part of and not distinct from track (1). Please note Figs. 1 and 2 and column 1, line 63 to column 2, line 2 of Grop. Further rejection on these grounds would therefore be improper.

Further, according to the Examiner, Duval discloses a non-load bearing friction drive wheel (7) arranged to engage the stationary surface of track (2). Applicants submit that Duval fails to teach or suggest that the stationary surface is distinct from the load bearing track, as is claimed, as Duval teaches that the drive roller (7) engages an exterior surface of the track (2) itself, which is not a stationary surface distinct from the track (2). Please note Fig. 1 and page 1, column 2, lines 102-114 of Duval. Further rejection on these grounds would therefore be improper.

Quinn teaches a modular file system that includes cabinet modules (10) movable along spaced parallel rails (11) by load-bearing wheels (48). One such wheel (48) is driven to move the cabinet modules (10) by a hand wheel (58) and a plurality of sprocket wheels (60, 61, 63, 64) and sprocket chains. Please note Figs. 1 and 3, column 1, line 41 to column 24 and column 4, line 54 to column 6, line 57 of Quinn. Applicants submit that the teachings of Quinn fail to overcome the above-noted deficiencies in the teachings of Grop and Duval, as Quinn also fails to teach or suggest a non-load bearing drive wheel that is attached with respect to a body so that it engages a stationary surface adjacent the body, the stationary surface being distinct from a load bearing track.

Schurch teaches a load-carrying container (20) that is conveyed along an overhead track (2). Please note Fig. 4 of Schurch. As acknowledged by the Examiner, Schurch fails to teach or suggest a drive mechanism according to the claimed invention. As such, Applicants submit that the teachings of Schurch fail to overcome the above-noted deficiencies in the teachings of Grop and Duval.

Applicants submit that claims 18 and 29 are allowable for at least the foregoing reasons, as the teachings of the prior art of record, including Quinn and Schurch, are not sufficient to overcome the deficiencies in the teachings of Grop and Duval with respect to claims 18 and 29. Applicants respectfully request that the rejections of claims 18 and 29 be withdrawn.

Claims 19-28 and 30-47 are dependent upon independent claims 18 and 29 and are allowable for at least the same reasons as claims 18 and 29. Applicants respectfully request that the rejections of these claims be withdrawn.

Based on the foregoing amendments and remarks, reconsideration of the rejections and allowance of pending claims 18-47 are respectfully requested.

Respectfully submitted,

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